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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. In late March 1953 the Chinese Communist East China Support-the-Front Highway Repair and Construction Office sent a group of 16 persons to inspect the repair and construction of Fukien highways. 1
2. On 3 April the group arrived in Foochow.. In company with representatives of the Fukien Highway Bureau, the Supply and Service Department of the Fukien Military Region, and the Fukien Branch of the Highway Repair and Construction Office, they inspected all principal highways. On 21 April the group arrived in Amoy and convened a meeting of work cadres attached to South Fukien highway projects. The group advised the cadres that transport operations in Fukien would become more extensive daily, and that highway construction and repair projects must be completed according to plans in order to assure effective conduct of these operations. The Fukien branch of the Highway Repair and Construction Office was made responsible for the repair,

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before the advent of the rainy season, of those highways which were normally forced to close because of rain damage. On 25 April the inspection group returned to Shanghai.

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3. In April 1953 the Fukien Branch Office of the "East China Support-the-Front Highway Repair and Construction Office" was reorganized and enlarged and was renamed the Fukien Highway Repair and Construction Department. This Department includes a Political Department, an Engineering Bureau, and Planning, Material, and Transportation Section, and an engineering section at every provincial administrative office throughout Fukien.
4. On 1 June the construction of a highway from Foochow to Loyuan (N 26-30, E 119-32) via Mawei (N 26-00, E 119-26) and Lienchiang (N 26-12, E 119-31) was scheduled to begin.
5. On 19 May 1953, the highway from Fuch'ing (N 25-43, E 119-25) to Nut'ouwei (N 25-22, E 119-30) was completed and open to traffic.

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6. By April 1953 the following highways had been repaired, and made operable even during the rainy season, by the Chinese Communists:
 - a. Yunnan-Kueichow highway; from K'unming to Kueiyang by way of Chani (N 25-38, E 103-48) and P'uan (N 25-46, E 104-29).
 - b. Szechuan-Yunnan highway; from K'unming to Luhsien (N 28-53, E 105-23) by way of Chani, Weining (N 26-52, E 104-02) and Pichieh (N 27-18, E 105-14).
 - c. Hsuehou-K'unming highway; from K'unming to Hsuehou (N 28-16, E 104-34) by way of Chaot'ung (N 27-20, E 103-39).
 - d. Yunnan-Sikang highway; from K'unming to Hsich'ang (N 27-53, E 102-18) by way of Yuanmou (N 25-40, E 101-57) and Huili (N 26-39, E 102-15).
 - e. Yunnan-Burma highway ("The Burma Road"); from K'unming to Yuant'ing (3979/3957) by way of Hsiakuan (N 25-34, E 100-12) and Paoshan (N 25-07, E 99-09). This highway originally ran to Lashio, but the section between Chiuku (0046/6253) and Yuant'ing was not in operation in April 1953.
 - f. Yunnan-Kwangsi highway; from K'unming to Paise (N 23-55, E 106-34) by way of Lunan (N 24-46, E 103-17), K'aiyuan (N 23-40, E 103-20), and Wenshan (N 23-22, E 104-14).
7. By April 1953 the following highways had either been newly constructed since the fall of the mainland or were being extended:
 - a. Yunnan-Tibet highway; from Yungp'ing (N 25-25, E 99-34) to Yenching (N 29-04, E 98-31) by way of Yunlung (N 25-49, E 99-22), Lanp'ing (N 26-26, E 99-25), and Weihsi (N 27-12, E 99-17) and then to Tibet through Sikang. In April the section between Yungp'ing and Weihsi was in operation, but the section from Weihsi to Yenching was still under repair. Transportation between Weihsi and Yenching was by means of animals.
 - b. Paoshan-P'uerh (N 23-03, E 101-05) highway; this highway was constructed and repaired by making use of the original earth road between Paoshan and P'uerh by way of Shunning (N 24-35, E 99-54) and Yunhsien (N 24-26, E 100-07). It was opened in the autumn of 1952, but bridge construction was rudimentary.

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- c. Mitu (N 25-21, E 100-31) - Kengma (N 23-33, E 99-25) highway; this highway was constructed by making use of the road bed of the section from Mitu to Kengma of the Yunnan-Burma Railroad. In the winter of 1952 the section from Mitu to Mengyang (N 23-57, E 99-46) by way of Menghua (N 25-15, E 100-20) and Yunhsien was opened.
- d. K'unming-P'uerh highway; this highway goes from K'unming to P'uerh by way of Yuch'i (N 24-23, E 102-29). The section between K'unming and Yuch'i was open before the Chinese Communists took over. The section between Yuch'i and P'uerh was opened in the winter of 1952, but the larger bridges had not been completed by April 1953.
- e. The Mengtzu (N 23-30, E 103-23) - Shihp'ing (N 23-43, E 102-31) highway was being constructed on the railway bed between Mengtzu and Shihp'ing. In April a highway was being constructed linking T'unghai (N 24-08, E 102-45) and Hohsi (N 24-10, E 102-37).
- f. Mengtzu-Hok'ou (N 22-32, E 103-57) highway; this highway was repaired and constructed by making use of the damaged road bed of the Yunnan-Indochina Railroad. It was opened in 1951.
- g. Luliang (N 25-02, E 103-38) - Paise highway; this highway goes from Luliang to Kwangsi by way of Hsingi (N 25-03, E 105-01) in Kweichow. Before the Chinese Communists took over this road could scarcely be used even in the dry season, but by April 1953 it had been repaired until it was as good as the Yunnan-Burma Road.

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- 8. In early May, the Chinese Communists were continuing to work on the motor road from Langmussu (N 34-02, E 102-17) to Maisang (N 33-02, E 101-55). The road from Langmussu to Hsits'anghsinssu (approximately N 34-43, E 102-30) was completed and in use.² The bridge of the Heiho (approximately N 33- , E 102-) between Langmussu and Maisang was completed during the early part of April. In early May a bridge over the Paiho near T'angko (approximately N 33-25, E 102-06) was under construction.

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- 9. In early February 1953 the Ninghsia department of Communications sent a highway surveying team to survey a highway route between Shihtsuitsu (N 39-14, E 106-52) and Teng'ouhsien (N 39-56, E 106-48) by way of Hokuaitzu (3109/2145/1311), Tingk'ou (1353/0656), Chienliangt'ai (4148/4752/0669). This route is more than 120 kilometers long.

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